

## **Yamaguchi Dep Exhibit 1**

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-and-

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Attorneys for Defendant United Air Lines,  
Inc.

UNITED STATES DISTRICT COURT  
NORTHERN DISTRICT OF CALIFORNIA

ALL NIPPON AIRWAYS COMPANY,  
LTD.

Plaintiff,

vs.

UNITED AIR LINES, INC.,

Defendant.

Case No. C07-03422 EDL  
Hon. Elizabeth D. Laporte

**FOURTH AMENDED NOTICE OF TAKING VIDEO DEPOSITIONS**  
**[Amended to Change Location]**

TO: Counsel for Plaintiff

PLEASE TAKE NOTICE that the undersigned attorney will take the VIDEO  
depositions of the individual(s) listed below upon oral examination before a court  
reporter authorized to take depositions in the State of California. Deponent(s) are



requested to bring with them to the deposition the documents requested on the attached Exhibits A and B. The examinations will continue from day to day until completed. The depositions are being taken for the purpose of discovery, or for such other purposes as are permitted under the Rules of Court

<u>Name of Deponent(s)</u>	<u>Date and Time</u>	<u>Location</u>
Teruo Usui	Tuesday November 27, 2007 9:00 a.m.	Coombs Reporting, Inc. 595 Market Street, Ste. 620 San Francisco, CA 94105-2802 888-406-4060
<del>E</del> Nishin Yamaguchi <del>E</del> Nishin	Wednesday November 28, 2007 9:00 a.m.	
Yusuke Nishiguchi	Thursday November 29, 2007 9:00 a.m.	

You are invited to attend and cross-examine the witnesses

RealTime and video equipment may be used by our attorney and the court reporter to transcribe and view instantaneously the testimony of the deponent. Although additional serial feeds are available, our office takes no responsibility to arrange for other attorneys' necessary equipment. Said deposition shall be continued from time to time until completed by an officer authorized by law to administer oaths.

DATED: November 19, 2007

Jaffe, Raitt, Heuer & Weiss

By: 

Scott R Torpey

2777 Franklin Road, Suite 2500

Southfield, Michigan 48034-8214

Phone: (248) 351-3000

E-mail: storpey@jaffelaw.com

Bar No: (Cal SB#153763)

--and--

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EXHIBIT A

1. ANA INVESTIGATION FILE: Produce a complete copy of the entire investigation file(s) prepared by or on behalf of ANA relative to the cause and circumstances relating to the October 7, 2003 incident at SFO which is the subject of the above-captioned litigation. Such materials should include but not be limited to unredacted copies of witness statements, reports, correspondence (including any emails or electronic data), photographs and/or any other material of any nature whatsoever that comprises the ANA file(s). To the extent you claim work product/privilege, provide a log with regard to those documents being withheld.
2. ANA PILOT FILES: With regard to Teruo Usui, Bishin Yamaguchi, and Yusuke Nishiguchi, produce unredacted copies of all file materials reflecting with regard to each of these ANA pilots, any accident/incidents which they were involved between 1995 to date, any disciplinary actions between 1995 to date, and records pertaining to their training and certification between 1995 to date. To the extent you claim work product/privilege, provide a log with regard to those documents being withheld.
3. DOCUMENTS REGARDING GROUND HANDLING AGREEMENT: With regard to the "Standard Ground Handling Agreement" including "Annex A - Ground Handling Services" and "Annex B - United Service IATA Standard Ground Handling Agreement" attached to the "Standard Ground Handling Agreement" between ANA and United in effect on October 7, 2003, produce all documents which reflect or pertain to the negotiating of the terms of this contract, the intent/interpretation of ANA with regard to the term contained in that contract, and the applicability or inapplicability of the agreement with regard to the events of October 7, 2003 at SFO which is the subject of this litigation. To the extent you claim any of these documents as work product/privileged, provide a log with regard to those documents being withheld.
4. ANA OPERATIONS MANUAL: Produce a complete copy of the ANA operations manual in effect on October 7, 2003 pertaining to the ANA 777 aircraft involved in the October 7, 2003 collision at SFO. Also, produce a copy of same as it exists today.
5. PUBLICATIONS REQUIRED TO BE ON BOARD: With regard to all publications which ANA and/or its flight crew were required to have on board the ANA aircraft on October 7, 2003, including but not limited to required publications relating to operating the aircraft at SFO and/or out of SFO to Japan and/or into Japan, produce a copy of same as they existed that day. Also, produce a copy of same as they exist today.

6. PUBLICATIONS REQUIRED TO BE ON BOARD: With regard to all publications which ANA and/or its flight crew were required to have on board the ANA aircraft on October 7, 2003, including but not limited to required publications relating to operating the aircraft at airports within Japan and/or from Japan to SFO.
7. ROUTING: Produce documentation reflecting the requested and/or assigned routing for the ANA aircraft on October 7, 2003 for the intended departure to Japan prior to the collision.

EXHIBIT B

Pursuant to FRCP 30(b)(6) you are hereby requested to designate one or more officers, directors, or managing agents, or other persons who consent to testify on behalf of ANA who are the most knowledgeable individuals with regard to one or more of the following topics:

- 1 Negotiations leading up to agreement and signature of the "Standard Ground Handling Agreement" (including "Annex A - Ground Handling Services" and "Annex B - United Services IATA Standard Ground Handling Agreement" attached to the "Standard Ground Handling Agreement").
- 2 Interpretation and intent of the provisions within the "Standard Ground Handling Agreement" (including "Annex A - Ground Handling Services" and "Annex B - United Services IATA Standard Ground Handling Agreement" attached to the "Standard Ground Handling Agreement").
- 3 The applicability of one or more of the terms within the "Standard Ground Handling Agreement" (including "Annex A - Ground Handling Services" and "Annex B - United Services IATA Standard Ground Handling Agreement" attached to the "Standard Ground Handling Agreement") to the events of October 7, 2003 which are at issue in this litigation.

**CERTIFICATE OF SERVICE**

Phyllis L. Nelson certifies that she is an employee of Jaffe, Raitt, Heuer & Weiss, P.C. and that on November 19, 2007 she caused to be served **Third Amended Notice of Taking Video Depositions** on the person(s) listed below by placing said document(s) in a sealed envelope (if applicable), properly addressed, and forwarding same by the method(s) indicated.

***By Fax and Email***

Frank A. Silane  
Rod D. Margo  
Scott D. Cunningham  
Condon & Forsyth LLP  
1901 Avenue of the Stars, Suite 850  
Los Angeles, CA 90067-6010

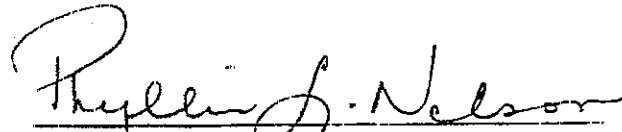
***By Fax and Email***

Jeffrey A. Worthe  
Worthe, Hanson & Worthe  
1851 E. First St., Ste. 900  
Santa Ana, CA 92705

***By Fax and Email***

Marshall S. Turner  
Condon & Forsyth LLP  
7 Times Square  
New York, NY 10036

Dated: November 19, 2007

  
Phyllis L. Nelson



## **Yamaguchi Dep Exhibit 2**

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**OPERATIONS MANUAL**

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2 - 2 - 14 Checks prior to departure

The captain shall check and ensure the following items.

- ① All passengers have completed boarding
- ② All exterior doors have been locked
- ③ All obstacles except ground equipment necessary for engine start and push back have been removed from the airplane
- ④ The seating assignment for passengers is appropriate with regard to the weight and balance of the airplane. This confirmation shall be conducted by the chief cabin attendant, and she shall make seating rearrangement and report to the captain to that effect, if necessary. The captain shall commence taxi after receiving a report that the passenger seating is confirmed appropriate.

**2 - 3 In Flight**

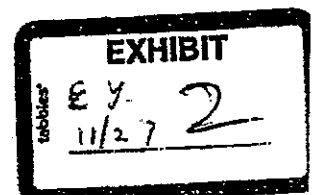
2 - 3 - 1 Engine start

The captain shall start engines carefully while communicating with ground personnel, so that blast or dust may not be blown upon persons, buildings, parked aircraft and vehicles.

2 - 3 - 2 Ground movement on departure

① Push Back

- (1) After completing the preparation of push back, the captain shall give an instruction to the person in-charge of ramp-coordination to commence push back.
- (2) While being pushed back, the captain shall be responsible for securing the safety of his airplane within the scope of his attention.
- (3) The person in-charge of ramp coordination shall be responsible for securing the safety of airplanes in every aspect with close cooperation of the related personnel while the airplane is under push back.



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*OPERATIONS MANUAL*

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② Marshalling

Marshalling shall be conducted by the marshaller under the instruction of the person in-charge of ramp-coordination in accordance with the following procedures;

- (1) The marshaller shall show the marshalling signals from a position where the signals can be seen easily by the pilots so that the captain can perform taxi readily. The marshaller, if necessary, shall have an assistant.
- (2) Marshalling signals are shown in S-7-1

② Taxiing

The captain shall perform taxi in accordance with following;

- (1) Take care not to blow blast or dust upon persons, buildings, parked aircraft and vehicles.
- (2) Be observant of all obstacles around him, and taxiing speed is such that he may bring his airplane to an immediate and complete stop.
- (3) Avoid abrupt braking for the sake of passenger's comfort.
- (4) Keep his airplane well cleared behind another aircraft with engines running.
- (5) Ask for a signalman assistance in the event that there is any obstacle in the vicinity of the ramp area.

2 - 3 - 3 Confirmation of cabin preparations for take-off

The captain shall confirm that the safety instruction specified in 7-3 of this Manual and the cabin preparations specified in Cabin Attendant Handbook have been completed prior to take-off.

**SUPPLEMENT****OPERATIONS MANUAL**

S - 7 - 1 Signaling between Flight Crew Members, Cabin Attendants and Maintenance Personnel  
(7-1 RE Signaling between Flight Crew Members, Cabin Attendants and Maintenance Personnel)

The Company establishes signaling between flight crew members, cabin attendants and maintenance personnel as follows

1. Signal from flight crew members to cabin attendants

① A320/A321

Signal	Meaning	Response
FWD or AFT or ALL ※ (A321 only) Call 1 push (1 HI-LO chime with light and message)	Notice of the position en-route or any information from flight crew member	Required
SEAT BELT Switch Off-On-Off-On (4chime)	One minute prior to take off	Not required
NO SMOKING SIGN On-Auto-On-Auto (4 chime) NOTE(1)	About 10 minutes prior landing	Not required
EMER Call 1 push (3 HI - LO chime with flashing light and message)	Urgent information	Required or report to the flight deck immediately

⇒ ② B767

Signal	Meaning	Response
Cabin Call 1 push (1 HI-LO chime with light)	Notice of the position en-route or any information from flight crew member	Required
FASTEN SEAT BELT SWITCH Auto-On-Auto-On (4 chime)	One minute prior to take off	Not required
NO SMOKING SIGN Off-On-Off-On (4 chime, NOTE(3)) or On (1 chime, NOTE(2))	About 10 minutes prior landing	Not required
Alert Call 1 push (3 HI-LO chime with flashing light)	Urgent information	Required or report to the flight deck immediately

**SUPPLEMENT****OPERATIONS MANUAL**

## ③ B777

Signal	Meaning	Response
DIAL 11 (1 HI-LO chime with light)	Notice of the position en-route or any information from flight crew member	As necessary
FASTEN SEAT BELT Switch Off-On-Off-On (4 chime)	One minute prior to take off	Not required
NO SMOKING SIGN On (1 chime, NOTE(2)) or On-Auto-On-Auto (4 chime, NOTE(3))	About 10 minutes prior landing	Not required
DIAL 55 (1 HI-LO chime with flashing light)	Urgent information	Required or report to the flight deck immediately

**SUPPLEMENT****OPERATIONS MANUAL**

④ B747-400

Signal	Meaning	Response
DIAL 33 (1 HI-LO chime with light)	Notice of the position en-route or any information from flight crew member	Required
FASTEN SEAT BELT Switch Off-On-Off-On (4 chime)	One minute prior take off	Not required
NO SMOKING SIGN On (1 chime, NOTE(2)) or On-Auto-On-Auto (4 chime, NOTE(3))	About 10 minutes prior landing	Not required
DIAL 55 (1 HI-LO chime with flashing light)	Urgent information	Required or report to the flight deck immediately

NOTE(1) If you can't hear chime, try [Off-Auto-Off-Auto] procedure

(Some A320 still has old logic, and this type, in gear down position, the chime  
doesn't work between Auto-On phase.)

NOTE(2) The flight that passengers can smoke during crusing phase

NOTE(3) For the aircraft which have new No Smoking Sign Selector Panel( all the selector  
positions are "ON"), the travel of selector Right to Left or Left to Right sounds 4  
chime

**SUPPLEMENT****OPERATIONS MANUAL****2. Signal from cabin attendant to flight crew member****① A320 / A321**

Signal	Meaning	Response
Captain Call 1 push (1 buzzer with light)	Any information from cabin attendant	Required
Informed by Service Interphone System	Completion of cabin preparation including Safety Instruction	Not required
Emergency Call 1 Push (3 buzzers with flashing light)	Emergency situation (Note)	Required

**② B767**

Signal	Meaning	Response
Pilot Call 1 push (1 HI chime with light)	Any information from cabin attendant	Required
DIAL 31 (1 HI chime with light) (JA603A and later)		
Pilot Call 2 pushes (2 HI chimes with light)	Completion of cabin preparation including Safety	Not required
Alert Call 1 push (1 HI chime with light)	Emergency situation (Note)	Required
DIAL ** (1 HI chime with light + EICAS) (JA603A and later)		

**③ B777**

Signal	Meaning	Response
DIAL 31 (1 HI-LO chime with message)	Any information from cabin attendant	Required
DIAL 6* (1 HI-LO chime with message)	Completion of cabin preparation including Safety instruction	Not required
DIAL ** (1 HI-LO chime with message)	Emergency situation (Note)	Required

## ***SUPPLEMENT***

### ***OPERATIONS MANUAL***

④ B747-400

Signal	Meaning	Response
DIAL 31 (1 chime with light)	Any information from cabin attendant	Required
DIAL 6P (1 chime with message)	Completion of cabin preparation including Safety instruction	Not required
DIAL PP (3 chimes with message) (JA401A ~ 40SA : 1 chime with message)	Emergency situation (Note)	Required

(Note) Excluding hi-jack situation



**SUPPLEMENT****OPERATIONS MANUAL****3. Signal from flight crew members to maintenance personnel.**

The interphone system should be used for communication. In case of system failure, the following shall be applied. Details of marshalling signals (hand signals) are shown in the next pages.

Signal	Meaning	Response
Turn the landing lights (Inboard lights if plural lights are equipped on each wing) on and off 3 times (Note)	Interphone unusable, follow your hand signal	
Turn the landing lights (Inboard lights if plural lights are equipped on each wing) on and off 3 times, then turn on all landing lights including taxi & turn off lights until receiving response signal from mechanic (Note)	Emergency situation arises and interphone unusable. Check abnormal condition outside of airplane and communicate with flight crew members by available means	Push Crew Call Switch 1 time after stop the airplane

Note. Use Runway Turn off Lights for A320/A321 instead of Landing

**4. Signal from maintenance personnel to flight crew members**

The interphone system shall be used for communication. In case of system failure, the following shall be applied. Details of marshalling signals (hand signals) are shown in the next pages.


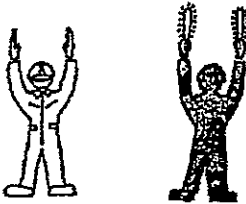
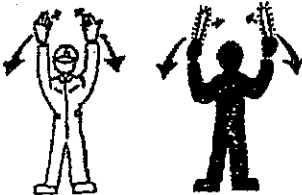
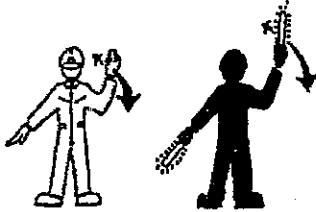
Signal	Meaning	Response
Push Crew Call Switch 2 times after stop the airplane (Note.1)	Interphone unusable, pay attention to mechanic's hand signal	Turn the landing lights (Inboard lights if plural lights are equipped on each wing) on and off 1 time (Note.2)
Push Crew Call Switch 4 times or more after stop the airplane. Stop pushing switch when he receives response from flight crew members	Urgent information but interphone unusable. Pay attention to mechanic's signal	

Note.1 Unable to push the CREW CALL SWITCH BUTTON two times or more continuously for the aircrafts of B767 introduced since JA603A, so if there is no response from the mechanic by the interphone call, pay attention to mechanic's hand signal

Note.2 Use Runway Turn off Lights for A320/A321 instead of Landing lights

**SUPPLEMENT**

OPERATIONS MANUAL


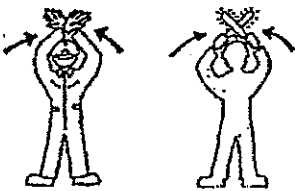
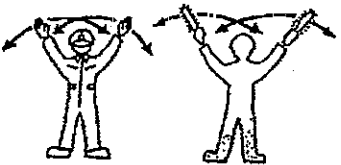
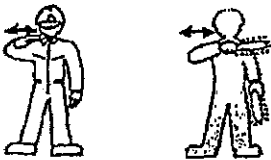
MARSHALLING SIGNALS	
(CHAPTER 2, 2-3-2 Ground movement on departure and Chapter 7, 7-1 Signals between flight Crew Members, cabin Attendants and Maintenance Personnel) are the company based on ICAO procedure As for signals with (*), flight crew shall show to maintenance personnel, etc., if necessary	
No.1 Position of Marshaller 	No.2 This bay 
Marshaller stands at well-visible position by captain seat (left seat) and always facing toward the aircraft moving direction	Arms above head in vertical position with palms facing inward
No.3 Move Ahead 	No.4 Turn to Your LEFT 
Arms a little aside, palm facing backward and repeatedly moved upward-backward from shoulder height	Right arms downward Left arm repeatedly moved upward-backward. Speed of arm movement indicating rate of turn

EFF: Oct.26,2006  
REV: No.142**ANA**

7-S-6-1

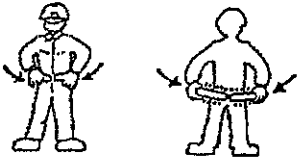
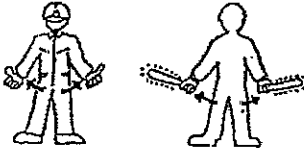


## SUPPLEMENT

### OPERATIONS MANUAL

<p>No.5 Turn to Your RIGHT</p> 	<p>No.6 Stop</p> 
<p>Left arm downward, Right arm repeatedly moved upward-backward Speed of arm movement indicating rate of turn</p>	<p>Arms crossed above head.</p>
<p>No.7 Emergency Stop (※)</p> 	<p>No.8 Cut Engines</p> 
<p>Arms repeatedly crossed above head (the rapidity of the arm movement should relate to the urgency of the stop, i.e. the faster the movement the quicker the stop.)</p>	<p>Right arm and hand level with shoulder, hand across throat, hand is moved sideways with the arm remaining bent Left arm by side</p>

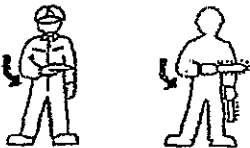
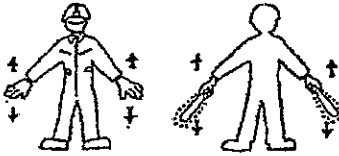
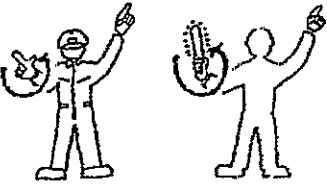
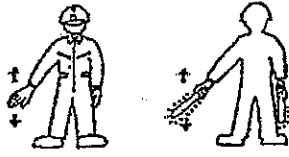
## SUPPLEMENT

OPERATIONS MANUAL

<p>No.9 Chocks On (Inserted) (※)</p> 	<p>No.10 Chocks Off (Removed) (※)</p> 
<p>Arms down, palms facing inwards with thumb erect, move arms from extended position inwards.</p>	<p>Arms down, palms facing outwards with thumb erect, move arms outwards inwards.</p>
<p>No.11 Parking Brakes On (Engage Brakes) (※)</p> 	<p>No.12 Parking Brakes Off (Release Brakes) (※)</p> 
<p>Raise arm and hand, with fingers extended, horizontally in front of body, then clench fist. At night, shine a light on the hand so that it can be seen.</p>	<p>Raise arm, with fist clenched, horizontally in front of body, then extend fingers. At night, shine a light on the hand so that it can be seen.</p>

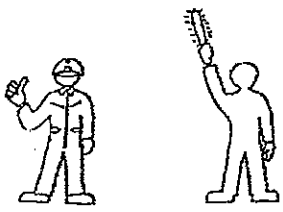
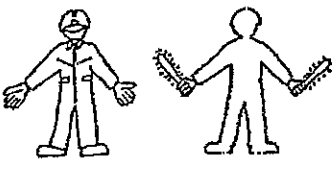


## SUPPLEMENT

### OPERATIONS MANUAL

<p>No.13 Proceed to Next Marshaller</p> 	<p>No.14 Slow Down</p> 
<p>Right or Left arm down, other arm moved across the body and extended to indicate direction of next marshaller</p>	<p>Arms down with palms toward ground at a 45° angle, then moved up and down from elbow to the hands several times</p>
<p>No.15 Start Engine (s) (X)</p> 	<p>No.16 Slow Down Engine (s) on Indicated Side</p> 
<p>Left hand overhead with appropriate number of fingers extended, to indicate the number of the engine to be started and circular motion of Right hand at head level</p>	<p>Arms down with palms toward ground, then either Right or Left hand waved up and down indicating the Left or Right side engine (s) respectively should be slowed down</p>




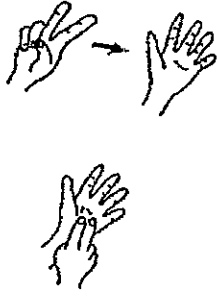
## SUPPLEMENT

### OPERATIONS MANUAL

<p>No 17 All Clear</p> 	<p>No 18 Stand-by</p> 
<p>Day time: Right arm raised at elbow with thumb erect, left arm aside body. Night: Right arm raised high.</p>	<p>Arms by side at a 45° angle open, palms facing forward.</p>
<p>No.19 Disconnection of Ground Cooler (Heater) &amp; Pneumatic Starter (※)</p> 	<p>No.20 Waiting for Clearance (※)</p> 
<p>Indicate the position to be disconnected, then make a cylinder shape by arms in front of body, and then moved it downward.</p>	<p>Point both ears with the index fingers of each hand. Time is shown in accordance with time display.</p>



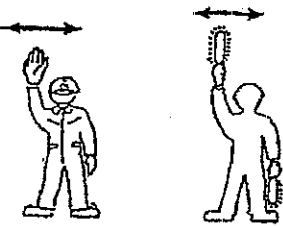
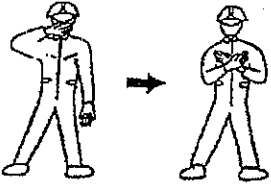
## SUPPLEMENT

### OPERATIONS MANUAL

<p>No.21 Clear to Pass</p> 	<p>No.22 Connection of Ground Power Unit (※)</p> 
<p>Daytime: Arms extended horizontally side-ways, with thumbs erect. Night: Large circular motion</p>	<p>Right clenched fist moved upward and touch left hand extended in front of body.</p>
<p>No.23 Disconnection of Ground Power Unit (※)</p> 	<p>No.24 Time Display(Value) (※)</p> 
<p>Right clenched fist touching with left extended hand moved downward in front of body.</p>	<p>Show 1-5min. with left hand, 6-9min. with an open left hand, and add fingers of right hand. Show 10min. units with fingers of right hand. When 11min. or 25min. first show the fingers with right hand for 10min. units, and then the minute units with the fingers of left hand. The marshaller makes the signal after flight crew instructs with his watch.</p>

## SUPPLEMENT

### OPERATIONS MANUAL

<p>No 25 Blow Out</p> 	<p>No.26 Stop (related No.6)</p> 
<p>With both hands make the shape of a wind sock. After confirmation, give the same signal for Start Engine (s).</p>	<p>Raise both hands in a posture to stop the advance. Not used in Japan, but used in the U.S.A. at airports other than ANA's regular airport</p>
<p>No 27 To proceed Further Guidance by Marshaller</p> 	<p>No 28 Interphone Inoperative(※)</p> 
<p>Raise right hand and move it left and right. Normally, not used in Japan, but used at airport abroad with heavy traffic</p>	<p>Put the palm to mouth then cross arms in front of the body. This procedure shall be conducted only when signaling by Landing Lights/RWY Turn Off Lights or Crew Call Switch is deemed to be inadequate</p>





第 1205070529 号

CERT.NO.

第1種航空身体検査証明書

AVIATION MEDICAL CERTIFICATE(CLASS1)

氏 名

Name

山口 栄伸

生年月日

Date of Birth (y/m/d)

1983年10月27日

国籍・本籍 島根県

Nationality Registered Domicile

現住所 神奈川県横浜市都筑区二の丸

Address 15-18

有効期間 Valid from (y/m/d) 2007年08月20日 から  
to (y/m/d) 2008年02月19日 まで

条件事項 なし

Conditions

航空法第31条の規定により、身体検査  
基準第1種に適合することを証明する。

This is to certify that the above-mentioned person complies  
with the Aviation Medical standards(Class1) in accordance  
with Article 31 of Civil Aeronautics Law of Japan.

2007年07月08日

Date of Issue (y/m/d)

国土交通大臣

Minister of Land, Infrastructure and Transport

(指定航空身体検査医)

(Designated Aviation

Medical Examiner)

原 志野 印

備考

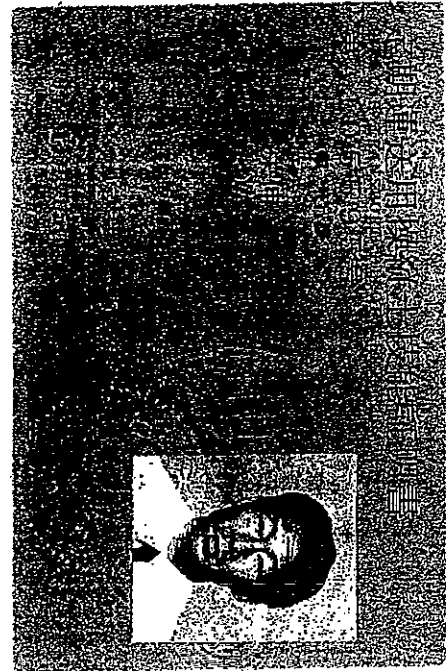
Remarks

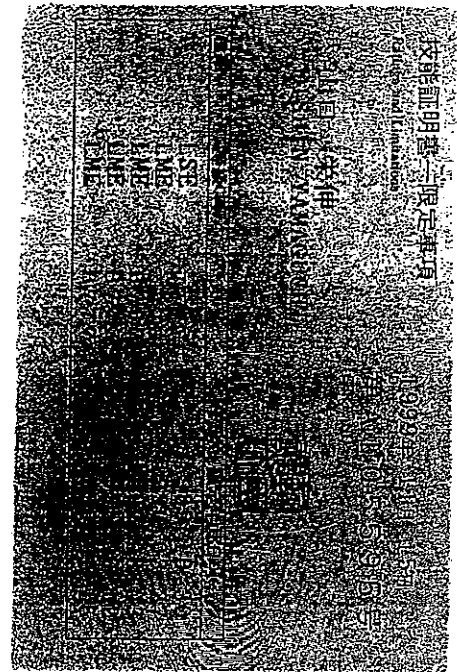
- 1 事業用操縦士、一等航空士及び航空機関士の資格を有する者がこの証明書（第1種航空身体検査証明書である場合に限る。以下同じ。）交付の後定期運送用操縦士の資格を取得したときは、この証明書の有効期間は6か月に短縮されるものとする。

When the holder of a Commercial Pilot Certificate, a Class 1 Flight Navigator Certificate and a Flight Engineer Certificate has obtained an Airline Transport Pilot Certificate after the date of issuance of this certificate (limited to the holder of a Class 1 Medical Aviation Certificate. The same shall apply hereinafter), the period of validity of this certificate shall be reduced to 6 months.

- 2 定期運送用操縦士の資格を有する者がこの証明書の取得後これ以外の資格を取得したときにおいても、この証明書の有効期間は変更しないものとする。

When the holder of an Airline Transport Pilot Certificate has obtained a certificate of other qualification after the date of issuance of this certificate, the period of validity of this certificate shall remain unchanged.





注釈 Notes  
税関 Category

A. 飛行機 Aeroplane

G. 滑空機 Glider

1. 機体関係 Airframes and systems

3. タービン駆動機関係 Turbine-Engine

5. 計器関係 Instrument

4. 特殊 Class

Land-Single-Engine 陸上単発機

Land-Multi-Engine 陸上多発機

Sea-Single-Engine 水上単発機

Sea-Multi-Engine 水上多発機

Land-Single-Piston 陸上単発ピストン機

Land-Multi-Piston 陸上多発ピストン機

Land-Multi-Turbine 陸上多発タービン機

H. 回転翼式空機 Helicopter

S. 飛行船 Ship

2. ピストン駆動機関係 Piston-Engine

4. プロペラ関係 Propeller

6. 電気関係 Electricity

Sea-Single-Piston 水上単発ピストン機

Sea-Single-Turbine 水上単発タービン機

Sea-Multi-Piston 水上多発ピストン機

Sea-Multi-Turbine 水上多発タービン機

Motor-Glider 動力滑空機

High-Class-Glider 高級滑空機

Middle-Class-Glider 中級滑空機

資格 航空級無線通信士



左の者は、無線従事者規則により、左記資格の免許を与えたものであることを証明する。

この免許証は、国際電気通信条約附属無線通信規則に規定する航空移動業務に関する無線電話通信士一般証明書に該当することを証明する。

昭和33年10月12日

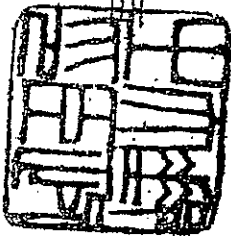
免許証の番号 GAME 4

免許の年月日 昭和33年10月12日

氏名 山ノ梁伸

昭和38年10月27日生

郵政大臣



## **Yamaguchi Dep Exhibit 3**





San Francisco International Airport

July 31, 2000

**AIRPORT OPERATIONS BULLETIN**  
**(00-04-AOB)**

P.O. Box 8097  
San Francisco, CA 94128  
Tel 650.821.5000  
Fax 650.821.5005  
www.flysfo.com

**TO:** All Airlines and Aeronautical Support Tenants  
**SUBJECT:** New Boarding Areas "A" and "G" Ramp Tower Operation

**AIRPORT**

**COMMISSION**

**CITY AND COUNTY  
OF SAN FRANCISCO**

**WILLIEL BROWN, JR.  
MAYOR**

**HENRY E. BERMAN  
PRESIDENT**

**LARRY MAZZOLA  
VICE PRESIDENT**

**MICHAEL S. STRUNSKY**

**LINDA S. GRAYTON**

**CARLY LTD**

Effective 26 September 2000, the new Ramp Towers will be operational. These Towers are located on Boarding Areas "A" and "G" adjacent to aircraft gates 7 and 100, respectively.

**BACKGROUND**

Although the FAA-ATCT is responsible for the aircraft operating on the Airport's movement areas, there are several areas on the Air Operations Area (AOA) that have obstructed and limited visibility from the FAA Control Tower. To facilitate more efficient and safe aircraft operations in these areas, the new boarding areas "A" and "G" Ramp Towers will be placed into service. SFOTEC is under contract with San Francisco International Airport to provide staffing for both Ramp Towers.

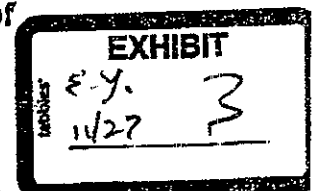
The Ramp Towers will provide twenty-four hour aircraft pushback and taxi clearances for aircraft gates, ramps, and taxi-lanes (non-movement areas) denoted on the attached diagram. The radio frequencies and specific areas of responsibility for each Ramp Tower are listed below:

**Boarding Area "A" Ramp Tower - 127.575MHZ**

Both Boarding Area "A" gates, including associated remote aircraft hardstands and Plot 3, Boarding Area "B" gates 20, 22, 24, 25, 31, 32, 32A, 33, 34, 35, 36

**Boarding Area "G" Ramp Tower - 119.225MHZ**

All Boarding Area "G" gates, including associated remote aircraft hardstands



ANA001130

AOB 00-04

07/31/00

Boarding Area "F" gates 72, 73, 74, 75, 81, 83, 85, 87, 89

American Airlines & Northwest Airlines Cargo ramps (Plot 9)

United Express ramp

SFOTEC - Administration Office - Telephone (650) 877-0102

### DEFINITIONS

Movement Area -- The runways, taxiways, and other areas of an airport which are utilized for taxiing, take off, and landing of aircraft, exclusive of loading ramps and parking areas.

Non-movement Area -- Those areas not designated as movement areas. As shown on the attachment, the shaded areas located west of Taxiways "H" and "M" and south of Boarding Area "F"- gate 90.

Reporting Point -- Numeric pavement marking located on a taxiway that indicates a transition area from a non-movement to a movement area ( i.e. "1", "2", "10", "11").

### PROCEDURES

Aircraft parked within the Ramp Tower jurisdictional areas shall contact the associated Ramp Tower for pushback and taxi clearances.

Unless otherwise directed, outbound taxiing aircraft shall stop at the respective reporting point prior to contacting SFO ATCT for further taxi instructions. Inbound aircraft shall contact the appropriate Ramp Tower upon the direction of FAA ATCT.

Unless otherwise directed, outbound aircraft shall taxi to either reporting points "1" (Taxiway "M") or "10" (Taxiway "A").

Aircraft operating to / from areas other than those indicated in shading on the attached diagram shall contact FAA ATCT as normal.

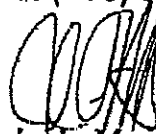
ANA001131

AOB 00-04

07/31/00

All airlines and their respective handlers operating within the Ramp Towers jurisdictional areas are required to closely monitor and follow the clearances provided by these Towers, as well as those of FAA-ATCT upon reaching the "reporting points" ("1", "2", "10", or "11").

Direct any questions to Airfield Operations at (650) 794.3355.

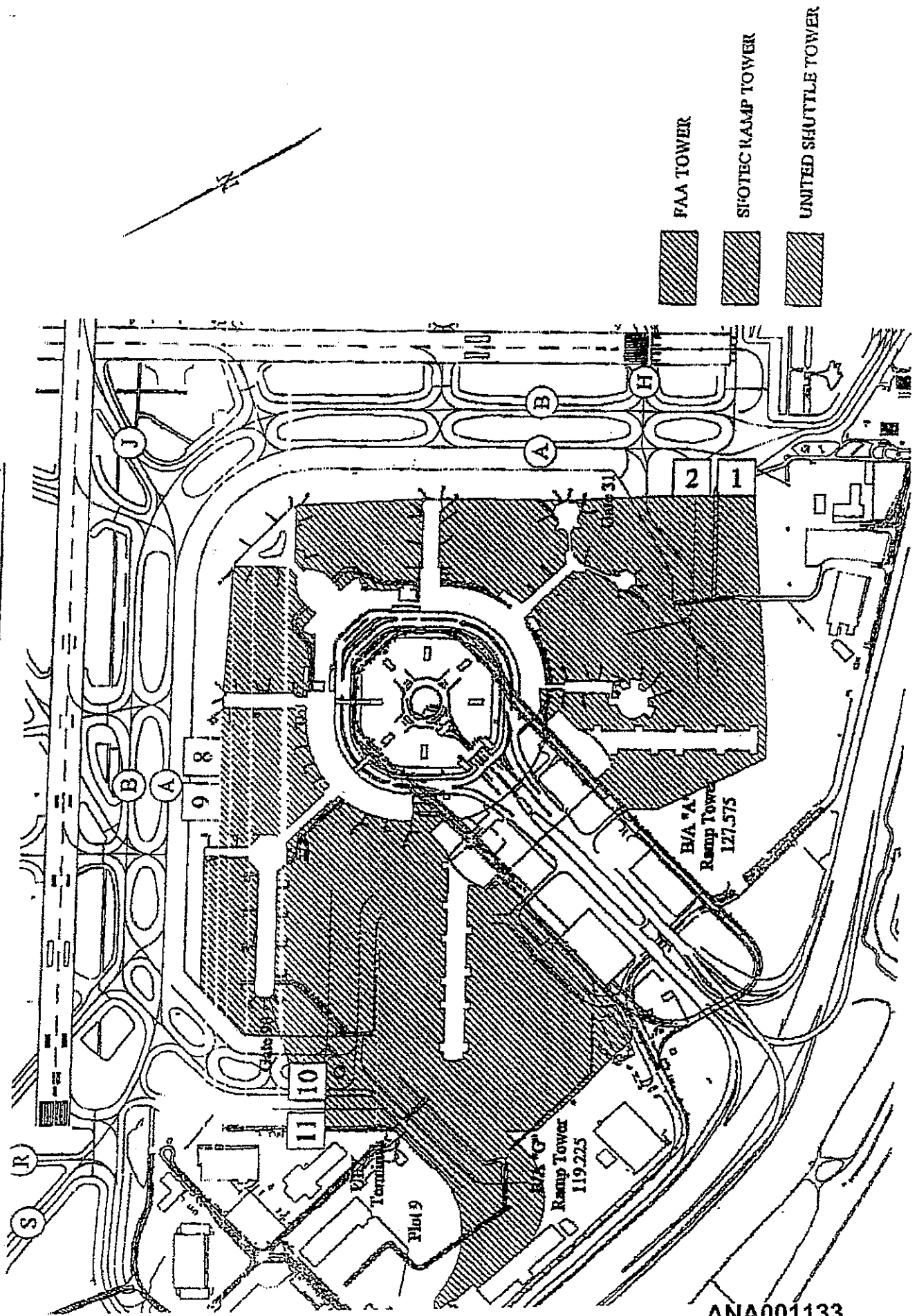


John L. Martin  
Airport Director

Attachment

ANA001132

FAA, SFOTEC, UNITED SHUTTLE TOWERS  
AREAS OF RESPONSIBILITY



ANA001133

## **Yamaguchi Dep Exhibit 4**

San Francisco International Airport

→ August 7, 2001

**AIRPORT OPERATIONS BULLETIN**  
**(01-04-AOB)**

P.O. Box 8097  
San Francisco, CA 94128  
Tel 650.821.5000  
Fax 650.827.5005  
www.flysfo.com

TO: All Airlines and Aeronautical Support Tenants

SUBJECT: New Boarding Areas "A" and "G": Ramp Tower Operation

AIRPORT  
COMMISSION  
CITY AND COUNTY  
OF SAN FRANCISCO  
WILLIE L. BROWN JR.  
MAYOR

This AOB supercedes AOB 00-04, dated January 4, 2000 ←

The new Ramp Towers are operational. These Towers are located on Boarding Areas "A" (B/A-A) and "G" (B/A-G), adjacent to aircraft gates 7 and 100 respectively.

HENRY E. BERMAN  
PRESIDENT

**BACKGROUND**

LARRY MAZZOLA  
VICE PRESIDENT

MICHAEL S. STRONSKY

LINDA S. CRAYTON

CARYL ITO

Although the FAA-ATCT is responsible for the aircraft operating on the Airport's movement areas, there are several areas on the Air Operations Area (AOA) that have obstructed and limited visibility from the FAA Control Tower. To facilitate more efficient and safe aircraft operations in these areas, the new B/A-A and B/A-G Ramp Towers have been placed into service. SFO/TEC is under contract with San Francisco International Airport to provide staffing for both Ramp Towers.

JOHN L. MARTIN  
AIRPORT DIRECTOR

The Ramp Towers provide 24-hour aircraft pushback and taxi clearances for aircraft gates, ramps, and taxi-lanes (non movement areas) denoted on the attached diagram. The radio frequencies and specific areas of responsibility for each Ramp Tower are listed below:

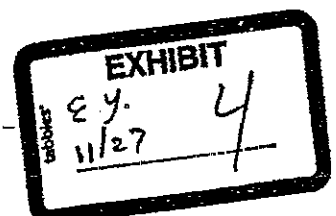
Boarding Area "A" Ramp Tower - 127.575MHZ

Both B/A-A gates, including associated remote aircraft hardstands and Plot 3.

B/A-B gates 20, 22, 24, 25, 31, 32, 32A, 33, 34, 35, 36

Boarding Area "G" Ramp Tower - 119.225MHZ

All B/A-G gates, including associated remote aircraft hardstands



A08 01 04

August 2001

B/A-F" gates 72, 73, 74, 75, 81, 83, 85, 87, 89

American Airlines (Plot 5), Northwest Airlines Cargo (Plot 9) ramps

United Express ramp

SFOTEC - Administration Office - Telephone (650) 821 0404

## DEFINITIONS

### Movement Area

The runways, taxiways, and other areas of an airport which are utilized for taxiing, take off, and landing of aircraft, exclusive of loading ramps and parking areas.

### Non-movement Area

Those areas not designated as movement areas. As shown on the attachment, the shaded areas located west of Taxiways "H" and "I" and south of B/A-F gate 90.

### Reporting Point

Numeric pavement marking located on a taxiway that indicates a transition area from a non-movement to a movement area (i.e. "1", "2", "10", "11").

## → PROCEDURES

Aircraft parked within the Ramp Tower jurisdictional areas shall contact the associated Ramp Tower for pushback and taxi clearances.

Unless otherwise directed, outbound taxiing aircraft shall stop at the respective reporting point prior to contacting SFO ATCT for further taxi instructions. Inbound aircraft shall contact the appropriate Ramp Tower upon the direction of FAA ATCT. ←

Please note that in-bound aircraft traffic on Taxiway Hotel should only stop at numeric pavement marking #3 (abeam gate 33) at the direction of the B/A-A Ramp Tower.

20080104

August 2001

Unless otherwise directed, outbound aircraft shall taxi to either reporting points "1" (Taxiway "M") or "10" (Taxiway "A").

Aircraft operating to/from areas other than those indicated in shading on the attached diagram shall contact FAA ATCT as normal.

All airlines and their respective handlers operating within the Ramp Towers jurisdictional areas are required to closely monitor and follow the clearances provided by these Towers, as well as those of FAA-ATCT upon reaching the "reporting points" ("1", "2", "10", or "11").

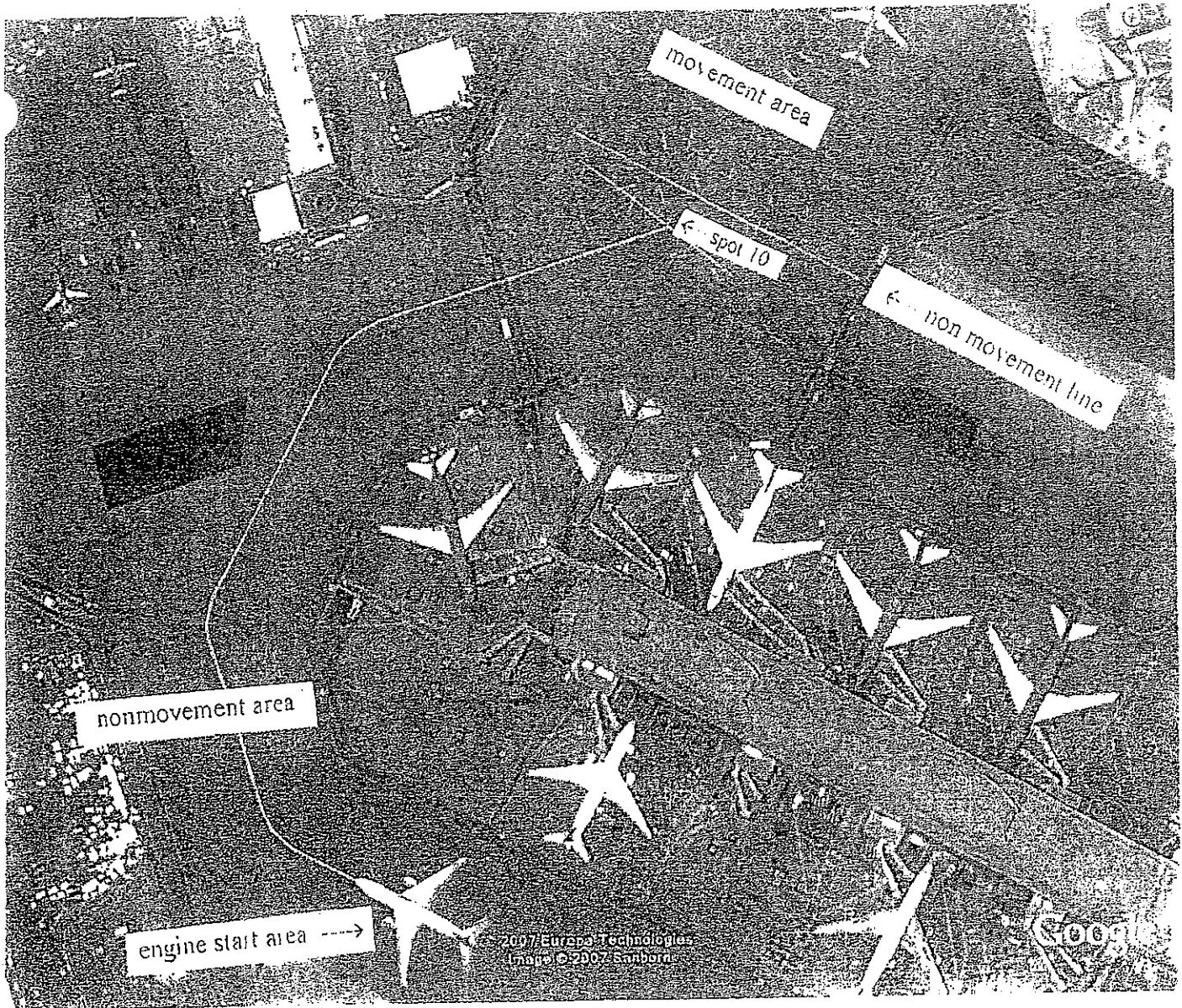
Direct any questions to Airfield Operations at (650) 821 3355.

  
John L. Martin  
Airport Director

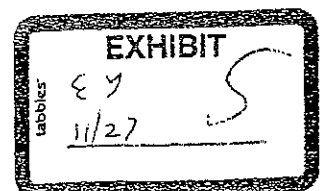
Attachment



## **Yamaguchi Dep Exhibit 5**



RECON 1



## **Yamaguchi Dep Exhibit 6**

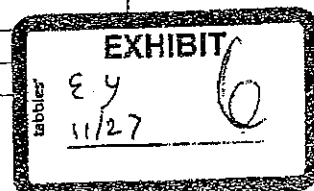
NH007/UA809 Wingtip Collision

# Transcripts - Ramp Tower and Ground Control

Time indicated is NH007 QAR Time, converted to the local time by subtracting seven hours from the recorded UTC. Our analysis indicates that there is 95 second (1'35") difference between the QAR time and the Ramp Tower time that was stamped to the voice communication record. The QAR time is GPS-based and presumed accurate.

\*: Unintelligible Words  
?: Source Unidentified  
Black letters: NH007 Communications  
Blue letters: UA809 Communication  
☐ : NH007 QAR Radio Key Record

QAR Time	Ramp Comm. Time	Source	Content
	11:46:10-14	NH007	Ramp TWR, All Nippon 007 Gate 95 Request push.
	11:46:15	Ramp Tower	Air Nippon 007, Good afternoon and you are cleared to push.
	11:46:19-21	NH007	Good afternoon, cleared to push.
11:48:43	11:47:08	Ramp Tower	Air Nippon 007, Ramp.
11:48:46-47	11:47:11-12	NH007	Go ahead, All Nippon 007.
11:48:48	11:47:13	Ramp Tower	Would you please advise ah push crew there will be a triple seven inbound gate 99.
11:48:54-56	11:47:19-21	NH007	All Nippon 007 understand. Thank you.
11:48:57	11:47:22	Ramp Tower	Thank you.
11:50:16-17	11:48:41-42	NH007	Ramp tower. All Nippon 007.
11:50:20	11:48:45	Ramp Tower	Air Nippon 007. Go ahead.
11:50:23-34	11:48:47-59	NH007	Confirm I give way approaching traffic 1990 gate 99 or may I proceed to engine start point?
11:50:35	11:49:00	Ramp Tower	You can continue towing, I just want to let you know there will be ah inbound deliverer aircraft at gate 99. Just no...no conflict.
11:50:42-44	11:49:07-09	NH007	Thank you. Continue towing.
11:50:45	11:49:10	Ramp Tower	Very much. Flight 90. Ramp.
11:55:23-24	11:53:47-50	NH/UA	(Garbled - Beat - Dual Transmission) Ramp, 809 ready to push back gate 102 NOTE: NH007 voice is not recognizable in the Gate Tower communication audio record file.
11:55:28 - 11:55:32	11:53:51-57	Ramp Tower	Sorry, I've got two people calling. Who else ah Air Nippon 007, I heard you. You are cleared to spot 10 please. Have a good day.
11:55:34 - 11:55:36	11:53:59 - 11:54:01	NH007	Cleared to spot 10. Have a good day, All Nippon 007.
11:55:37 -	11:54:02	Ramp Tower	Who else is calling? Is that flight 809?
11:55:39 -	11:54:04	UA809	809. Ready to push at 102.
11:55:41 -	11:54:06	Ramp Tower	809, good morning. Please standby. I'll call you back in about one minute.
11:55:45	11:54:10	?	* * (Presumably a UA809 response)



ANA001055



NH007/UA809 Wingtip Collision

QAR Time	Ramp Comm. Time	Source	Content
11:56:05	11:54:30	Ramp Tower:	Much and flight 809, Ramp.
11:56:06 -	11:54:31	UA809:	Go ahead.
11:56:07 - 11:56:08	11:54:32	Ramp Tower:	Much for your hold. You are cleared to push.
11:56:10 -	11:54:35	UA809:	Cleared to push, 809.
11:56:29 - 11:56:32	11:54:54 - 11:54:57	NH007	Ground, All Nippon 007 Approaching Spot 10 Request Taxi.
11:56:33	11:54:58	Ground Control	Ground, 007'n San Francisco Runway Two Eight Left, Taxiway Alpha, Foxtrot, hold short Runway One Left.
11:56:41 - 11:56:45	11:55:06 - 11:55:10	NH007	Runway Two Eight Left, Alpha, Foxtrot, hold short One Left. All Nippon 007.

ANA001056

## **Yamaguchi Dep Exhibit 7**

October 8, 2003

Mr Van Mckenny  
NTSB

SUBJ: NH007 (SFO-NRE) B777, Right Hand Wingtip Collided with UAL B777 Right Hand Wingtip

Dear Mr Mckenny,

On October 7, 2003, during the taxi for departure, NH007 under my command as a scheduled flight from San Francisco to Narita was involved in a ground accident in which airplane's the right hand wingtip collided with a UAL B777, which was being pushed out from gate G102. Following is the UTC time-line details of the case:

I was seated in the left seat and serving as the PIC and PNF, Pilot Not Flying

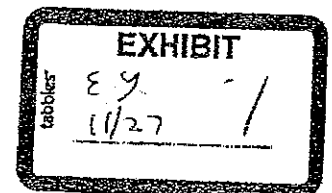
18:48 Blocked out from gate G95, then Started engines at ENG start point  
After contacting to G Ramp 1 WR, received following clearance  
[Taxi to spot 10 Contact GND]

18:55 Started TAXI  
-Made initial contact with GND control  
-Received clearance as [Taxi to RWY28L via A, F, hold short of RWY1L]  
-Approaching spot 10, I recognized UAL B777 has started push out from gate G102  
-PF maneuvered slightly to the left side of the center line. It looked to me that the maneuver was to increase the margin of clearance from UAL B777  
-I asked the PF whether the clearance was adequate and then acknowledged it with the cockpit member  
-Then the PF was making a left turn to enter A TWY from spot 10  
Right after that, hearing a thud and feeling an impact, I realized that the right wing tip of NH007 and some part of UAL B777 might have collided  
Shut down Engines at the location then, towed back to original gate G95

19:30 Blocked in gate G95

[Comment]

I received taxi clearance from GND control before starting taxi. Commencing the taxi, neither any advices of taxi route change nor about UAL B777 have been informed.



[Reference]

1 METAR at KSFO

17:56 300 12 9999 CLR 17/13 2985

18:56 290/15 9999 FEW060 18/13 2985

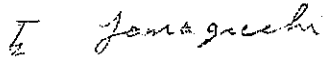
2 Information of License

ATPL Number: 105595 issued on November 15, 1999

Medical Certificate Number: 14028981 valid till February 19, 2004

Aeronautical Radio License Number: GAME4 issued on October 12, 1988

Sincerely Yours



---

Eishin YAMAGUCHI

Captain B777

ALL NIPPON AIRWAYS